

**AGENDA**  
**BLOOMINGTON TRANSPORTATION COMMISSION**  
**REGULAR MEETING**  
**TUESDAY, APRIL 16, 2019 4:00 P.M.**  
**COUNCIL CHAMBERS, CITY HALL**  
**109 EAST OLIVE STREET**  
**BLOOMINGTON, ILLINOIS**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PUBLIC COMMENT**

**4. MINUTES:** Review and approve the minutes of the March 19, 2019 regular meeting of the Bloomington Transportation Commission.

**5. REGULAR AGENDA**

- A. **Information:** Proposed 2019 Construction Season Resurfacing Program Public Information
- B. **Information:** April 2019 Citizen Comments/Complaints Summary

**6. OLD BUSINESS**

- A. Any old items brought back by the Commission

**7. NEW BUSINESS**

- A. Any new items brought up by the Commission

**8. COMMISSIONER COMMENTS**

**9. ADJOURNMENT**

For further information contact:

Philip Allyn, City Traffic Engineer

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Government Center

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**MINUTES  
BLOOMINGTON TRANSPORTATION COMMISSION  
REGULAR MEETING  
TUESDAY, MARCH 19, 2019 4:00 P.M.  
COUNCIL CHAMBERS, CITY HALL  
109 EAST OLIVE STREET  
BLOOMINGTON, ILLINOIS**

**MEMBERS PRESENT:** Ms. Angela Ballantini, Mr. Rob Ballantini, Ms. Jill Blair, Ms. Katherine Browne, Mr. Michael Gorman, Ms. Elizabeth Kooba

**MEMBERS ABSENT:** Ms. Maureen (Reenie) Bradley

**OTHERS PRESENT:** Mr. George Boyle, City Attorney; Assistant Chief Greg Scott, Police Department; Mr. Jim Karch, Director of Public Works; Mr. Philip Allyn, City Traffic Engineer; and a member of the media.

**1. CALL TO ORDER:** Mr. Gorman called the meeting to order at 4:02 pm.

**2. ROLL CALL:** Mr. Allyn called the roll. With six members in attendance, a quorum was established.

**3. PUBLIC COMMENT:**  
There were no public comments.

**4. MINUTES:** Reviewed and approved the minutes of the February 19, 2019 regular meeting of the Bloomington Transportation Commission. Ms. Blair motioned to approve the minutes. Mr. Rob Ballantini seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

**5. REGULAR AGENDA:**

**A. TC-2018-07: Approval of Proposed Policy on Establishing Reduced Speed Limit Areas**

Mr. Allyn indicated that the policy document was revised based on previous conversations. The intent is to finalize the policy this month. It will then be distributed to the other City Staff for comment. It will be brought back for discussion of any comments received and final approval at a subsequent meeting. The application form and any necessary ordinance changes will be part of that formal approval.

Ms. Blair asked for a clarification on the statement that the policy does not apply to rural areas even if they are within the City limits. Mr. Allyn indicated that this generally pertains to streets without curb and gutter and a lower density of homes along the road. Examples include Bloomington Heights Road, Lutz Road, or W. Oakland Ave west of Alexander which look and feel more like rural township roads rather than urban residential streets. The lack of curb and gutter alone will not disqualify a street if it is within a developed subdivision with typical urban land use density.

Ms. Blair indicated that there are several sections where the tense changes between future and present. Mr. Allyn indicated that he will review and update to the same tense throughout.

Mr. Gorman lead a discussion about the voting section under the campus land use and the inclusion of parking pass holders and pedestrians. There was general agreement to include parking permit holders issued by the campus entity if this information is made available by the entity. The discussion led to sending ballots to all residents within the area as can be best determined. In the case of an educational institution residence halls or similar housing, staff will attempt to gain as much information from the educational institution, or other parties such as the post office, as is possible with regard to the dwelling

units. This, combined with the other residents in private residences in the area, should cover the pedestrians walking/biking in the area. It was agreed to leave the language the same as currently shown.

**B. Information:** March 2019 Citizen Comments/Complaints Summary

Ms. Kooba asked about item 47 (stop sign at Winterberry and Sugarberry) and suggested using a yield sign instead of the requested stop sign. Mr. Allyn indicated that we previously use yield signs. However, our current policy to use stop signs rather than yield signs because as subdivisions age and landscaping matures, intersection sight distances are reduced. This leads to the need to switch out the yield signs with stop signs. For efficiency, we now go straight to a stop sign.

**C. Information:** Proposed 2019 Construction Season Resurfacing Program

Mr. Allyn indicated the resurfacing map for this year was included in the packet. The list may change slightly once bids are received. If bids are lower than expected, additional streets may be added, and if bids are higher than expected, some streets may be cut. Also in the packet is a summary of the general criteria and methodology used to determine the street list each year. One change from what is provided is that we no longer maintain the list of streets in a spreadsheet, but rather we incorporate a priority level to each street in need of resurfacing in our internal GIS. Each year, the priority is adjusted based on any conditions that have changed during the year.

Mr. Gorman indicated that he noticed in the list that there are some streets that are scheduled to be resurfaced that don't seem to be high priority. For example, Sunset Road is rated as a 4, is not listed as an arterial or collector and has a low volume. There are several arterials and collectors that have a comparable rating and higher ADT that would appear to be higher priority. Mr. Allyn indicated that while the type of street is a factor, there are other various reasons as well. Mr. Allyn was not part of determining the list and cannot speak directly to why a particular street was chosen. Mr. Karch indicated that Sunset was chosen due to the need for significant underground sewer work that will not be able to be completed in the near future. Sunset needs to be resurfaced. By doing this work now, it times the next resurfacing with the future sewer work so that the current resurfacing can last its useful service life rather than being torn up only 5-10 years after being completed.

Mr. Gorman responded that there are so many streets in the community in need of work that he feels are higher priority based on serving the population today. He wants to see a higher level of transparency on why any particular street gets priority over another particular street. For example, severe rutting is listed as one criteria, but there is no public information available on the rutting measurements for each of the streets in the City. The public should be able to compare the various criteria across all streets to validate the decisions. Mr. Allyn indicated that staff does not have the ability to rank all the streets in town based on all of the criteria. Way too much data would need to be collected in order to provide the level of analysis being requested. Mr. Gorman asked that whatever data is gathered, needs to be shared. There is no public data on the rutting so that a resident can provide an informed perspective on the rutting on their street to help staff make an informed decision. He would like to see whatever data is gathered be published for the public to see. Mr. Allyn indicated that this already is shared on the website. As discussed in previous meetings, the streets are all evaluated visually and assigned a rating between 1 and 10. The amount of observed distresses is used to determine the rating. There are not specific measurements taken or recorded. This rating is then shown on the website. Staff then starts with the worst ratings and begins to narrow the list based on the many other factors that are discussed. For example, if the water main on a given block has several leaks that require repairs and pavement replacement in a given year, that block probably goes up in priority. Because there are many streets at similar ratings, it is not practical to rank all the streets. Staff will work to put together information on each of the streets on the list indicating why they were chosen.

Mr. Gorman reiterated that his desire is that all of the information that is currently being collected and analyzed by staff to be made public so that citizens can see how the decision is being made so that they can be confident that their tax dollars are being spent wisely. Citizens are critical of raising the sales tax to fund their number one priority of getting the streets in better shape because they don't trust the City to spend the money to make that happen.

Ms. Browne mentioned that she thinks this speaks to a more fundamental problem of who is going to do this data collection and analysis. Similar to the lack of police resources to enforce speeding, there are not resources to do a high-level data gathering and analysis. Mr. Gorman clarified that he is not just interested in the streets that are on the list. He is also interested in why the other streets are not on the list. Ms. Browne agreed that most people will question why their street is not on the list. Mr. Boyle indicated that from staff's point of view, and he believes the public would share this point of view, it is not possible for staff to rank 1,000 streets. Nor should the decision on streets be a purely democratic process because people do not have the expertise that staff has. Mr. Boyle understands the need for transparency, but staff does not have the resources to explain why each of the other 360 miles of streets in the City weren't chosen. Mr. Gorman believes that there are undoubtedly a lot of streets that staff wants to resurface. They consider the criteria in the packet, and decide which ones not to resurface. Surely, there is some documentation of this decision. Mr. Allyn reiterated that streets are assigned a priority (tracked in the internal GIS) starting with zero for the next streets to be resurfaced, 1 for streets the next year, 2 for streets anticipated to be 2 years out, etc., to 5 years out. The list starts with the streets at priority zero. Each of the streets on the priority list are evaluated each year by The City Manager, Public Works Director, City Engineer, Assistant City Engineer, and the Paving Technician and the priorities are adjusted as needed. Upcoming work is reviewed, current pavement condition is reviewed, and efficiency of work is reviewed along with other factors. Mr. Gorman asked if these priority rankings are published. Mr. Allyn indicated he was not sure, but did not believe so. He would need to see if this could be shared along with the ratings.

Ms. Blair asked if the starting point could be providing the information on the streets that are being included as a way of opening up the process to the public. Mr. Allyn stressed that staff is not trying to be nontransparent. If anyone has a question on why a particular street was chosen or why a specific street was not chosen, they are more than welcome to ask us and we would be happy to discuss the reasoning. Staff has no problem sharing information, but we do not have the resources to gather and provide a large quantity of information that no one has specifically asked for just so that it is readily available. As discussed by the City Manager at the recent Council Meeting, we are working to compile information on a new website that provides information on each street to be completed along with before and after photos to show citizens the actual pavement conditions.

Ms. Browne suggested that a lot of the citizen comments about specific streets, there is often personal bias. People tend to think the streets they frequent are the worst because those are the ones that they see and the potholes that they experience. Not everyone has the firsthand knowledge to understand the full decision making process. If citizens are going to critique the process, we need to think about what information should be made available so that they are informed at the level at which they want to be informed. It might be as simple as before and after photos.

Mr. Gorman asked about resurfacing a large number of streets in the same area, such as an entire neighborhood rather than spreading work out around the city. By doing an entire neighborhood, there is a really strong sense of impact. Mr. Allyn indicated that in some cases this makes sense. For example, we have been focusing on Downtown, which many residents will see. However, if you focus just on one neighborhood, the 95% of the City that doesn't travel in that neighborhood won't feel that any progress is being made.

Mr. Gorman indicated he believes that doing arterials and collectors with heavier traffic volumes will provide a greater impact for people than doing residential local streets with comparable ratings. Why are

there residential streets being done over arterial streets with similar ratings? For example, Hersey has a rating of 3 or 4 depending on the section, but there are residential streets being resurfaced that also have ratings of 3 or 4. Mr. Allyn reminded everyone that since he wasn't part of the detailed process, he couldn't speak to any specific streets. However, in general, one consideration is that since arterials are often wider and require thicker resurfacings, the same amount of funding may not be able to cover an entire section of an arterial, whereas it will get a whole section of a residential street.

Mr. Gorman asked about the paving done on N. Clinton a while ago with different materials and one part has lasted better than the other. Mr. Allyn indicated that resurfacing was completed by IDOT. They used their typical polymer hot-mix asphalt mix on one side and the stone-matrix hot-mix asphalt mix the City uses on the other. The polymer mix that IDOT has been using for the past 20 years gets brittle at low temperatures and cracks more severely. This is the section that is noticeably worse. The stone-matrix hot-mix asphalt section has held up much better. This illustrates perfectly why we are seeing longer lifecycles now than we did 10-15 years ago. Mr. Gorman asked why the failing half of Clinton, a collector, wasn't being redone since it would be inline cost-wise with some of the residential streets and has a comparable rating. Mr. Allyn indicated again that he couldn't speak to why that section specifically wasn't included. Mr. Gorman indicated this is example of the questions residents have. Mr. Allyn reiterated that if residents have questions about specific locations, they should ask and we would be happy to explain. It's very difficult to provide information in advance for every question that could be asked and we are not aware of all the discussions taking place and questions being asked online or in person if they don't get directed to us.

Ms. Blair indicated she appreciated the maps showing our past resurfacing that shows we really are doing a lot of work. It was suggested that better colors and/or patterns be used to more easily reflect the different years as well as the pavement rating information.

**6. OLD BUSINESS:**

A. None

**7. NEW BUSINESS:**

A. None

**8. COMMISSIONER COMMENTS:**

Mr. Allyn mentioned that everyone should have received an email from the County about completing a Statement of Economic Interest form. Please let him know if you have not received this email. It needs to be completed to identify potential conflicts of interest. There is a \$15/day penalty if forms are not submitted by May 1st, a \$100/day penalty if forms are not submitted by May 15th, and you are removed from the Commission if not submitted by May 31st. If you are on more than one public body, you only need to submit one form, but should list all positions on that form. If anyone has questions, please do not hesitate to reach out to the City Legal Department for assistance.

**9. ADJOURNMENT:** The meeting adjourned at 5:14 pm unanimously by voice vote; motioned by Ms. Blair and seconded by Ms. Browne.

Respectfully,

Philip Allyn  
City Traffic Engineer

**CITY OF BLOOMINGTON  
REPORT FOR THE TRANSPORTATION COMMISSION  
MARCH 19, 2019**

<b>CASE NUMBER:</b>	<b>SUBJECT:</b>	<b>ORIGINATING FROM:</b>
<b>INFORMATION</b>	<b>Proposed 2019 Construction Season Resurfacing Program</b>	<b>Philip Allyn, PE, PTOE City Traffic Engineer</b>
<b>REQUEST:</b>	<b>Item submitted as information for the Transportation Commission.</b>	

<b>STAFF RECOMMENDATION: N/A</b>
<b>Staff submits the following information to the Commission.</b>

**1. ATTACHMENTS:**

- a. 2019 Construction Season (FY2020) Proposed Resurfacing Map**

**2. BACKGROUND AND SUPPLEMENTAL INFORMATION:**

Please see the Commission Agenda Packet from the March, 2019 meeting for additional information.

Engineering Staff have completed the preliminary street resurfacing plan for the 2019 construction season (FY2020). Please see the attached map for specific locations. Please note that the locations shown on the map are based on estimated construction costs. Locations may be added or deleted once bids are received and analyzed to meet available budgets. Additional information, including a link to the current street pavement ratings, is available on the City website at the following link:

<http://www.cityblm.org/government/departments/public-works/project-updates>

The information below has been updated since last month and is being compiled into a document to be placed on the City website for residents to review. In addition, a summary sheet for each street to be resurfaced will be posted. This summary sheet will include bullet points on why it was chosen as well as sample photographs showing the condition of the street. These will be available in the near future.

The City is also working on designing a new website focused solely on the various Concrete and Asphalt projects that are being funded with our Local Motor Fuel Tax and the 0.25% transportation portion of the Local Sales Tax. It is anticipated that the information below, including the street summary details will be incorporated into this new website as well.

The process of deciding which streets to repair involves a complex consideration of needs and funding. Historically, funding levels have forced the City to decide which streets – already deemed in need of work – must wait. The City has faced a constant decision: Fix residential streets in dire need of work or fix arterial and collector streets that are in less dire shape but carry substantial traffic loads. The arterial and collector streets generally take priority because of public safety. Being longer and wider, their repair often exhausts available funds rapidly, and that leaves less funding for the neighborhood streets. However, this does not mean that residential streets are ignored. Each year,

some residential streets are included. The previous several years have focused more on resurfacing arterial and collector streets with large sections of streets such as W. Washington Avenue, E. Washington Avenue, Fairway/Regency, IAA Drive, Linden Street, and Grove Street all being completed. In 2019, more local streets are being completed, with the focus continuing to be on repairing our worst streets.

With this year's program, all City Wards have something being paved except for Ward 2. Ward 2 will have the Fox Creek Road project being constructed in the very near future. Needed resurfacing work on this road to the west of the bridge is anticipated to be completed with or shortly after the bridge project is completed.

The criteria and methodology that follows gives insight into complex decision making required when expending public dollars, especially when funding levels have not historically met need. They show a process of balancing interests: condition of the street surfaces, traffic volume, importance of the street to the overall transportation system (arterial versus low-volume residential, bike routes, transit route), and location (proximity to a school, hospital, etc.). To stretch available funding further, efficiency of work is also taken into account. A given block may get moved forward or back a year or two if the blocks on either side of it are going to be resurfaced then, or is there is another project (water main replacement, sewer reconstruction) that would require extensive patching. It is important to note that staff does not specifically measure and track each pavement quality criteria below such as rutting, raveling or cracking. Rather, each of these qualities are visually identified and translated into a Rating between 1 (failed) and 10 (new/excellent) following the guidelines of the PASER system discussed previously. While the priority levels from the previous year are used as a starting point, priorities for the current year are adjusted based on changes encountered. For example, if patching not previously planned is completed, the overall quality of the street will increase and its priority will decrease. Similarly, if a street deteriorates more quickly than anticipated, it may move up in priority.

### **Criteria and Methodology for Choosing City Streets to be Resurfaced:**

- 1) Street rating activity occurs throughout the year as time allows. Each street is rated once every three years at a minimum. Some of the worst streets are inspected yearly. Current ratings for all City streets are provided via public GIS at the web link provided above.
- 2) Street sections found in need of resurfacing are tracked internally with a preliminary priority corresponding to the anticipated years until it can be resurfaced.
  - a) In general, a street that requires constant City maintenance to remain drivable is considered in need of resurfacing.
  - b) Severe rutting is a major criterion and is a sign of bad asphalt and/or base failure.
  - c) Pervasive, deep cracking is also a major criterion, even if potholing has not yet begun.
  - d) Raveling of the surface of the asphalt is a sign the road will not last much longer.
  - e) Asphalt pavements with total thickness of 3" or less will often wear away, down to the gravel base, in places and are in need of resurfacing.
  - f) Each time a citizen reports a street needs to be resurfaced, the street is inspected and, if resurfacing is necessary, marked with a preliminary priority ranking.
  - g) Several major arterial roads are placed on a watch list. These streets are re-inspected each year prior to generating a resurfacing list for the coming year.
- 3) Variables of each street section are recorded in the internal database to assist with review each year. Variables include traffic volume, pavement type, square yard area and cost estimate.

- 4) As the streets are rated, notes are made. For extremely poor condition residential (low volume) streets, an Engineering Division technician estimates the latest the road can suffice without resurfacing and the year of latest date planned resurfacing is entered into the internal database, typically going out about 5 years in advance.
- 5) This spreadsheet is used to generate a preliminary resurfacing list based upon the expected budget. When the streets slated for the next year's program exceed the expected budget, some streets must be chosen to wait another year:
  - a) Streets with higher traffic volumes receive higher priority.
  - b) Streets near schools and City bus routes are given added consideration as well.
  - c) Some streets undergo "permanent patching," which entails milling bad areas and roller compacting the milled area with hot asphalt. This increases the overall quality of the pavement and thus these streets are delayed for resurfacing. Completed patching gets noted on the spreadsheet.
  - d) Conversely, some streets have deteriorated to the point where they become difficult to patch. These streets are given increased priority.
- 6) All of these preliminary streets are driven to make certain of the extents of the area to be resurfaced and to check if any of the streets have been patched by City crews.
- 7) A map is made of the streets and printed out and circulated in-office. It also gets reviewed by Water Division staff and to other utilities in hopes of preventing conflicting projects. (Example: A street may be put on hold for a year if Public Works learns of a NICOR project that will tear up the street or is there is a failing sewer or water main that needs to be replaced.)
- 8) This list will be further modified as infrastructure inspections are conducted and reports come back from various City entities and utilities about scheduled construction projects affecting these streets.
- 9) Finally, projects are let out for bid. Bids are submitted, opened publicly and reviewed. Only then can the City actually decide what streets can fit within budget parameters.

Currently, there are significantly more streets in need of resurfacing than there are funds available. As such, hard choices must be made between several streets that may ultimately be the same priority. This process may sometimes appear subjective. Because of the fluidity of priority factors such as other corresponding projects, unknown future utility repair patching needs, future weather impacts on deterioration, etc., it is not possible to publish detailed priority information on every block of street in the City. However, if there are questions pertaining to specific streets, residents are encouraged to contact Public Works, who will be happy to discuss the current status further.

### **3. STAFF RECOMMENDATION:**

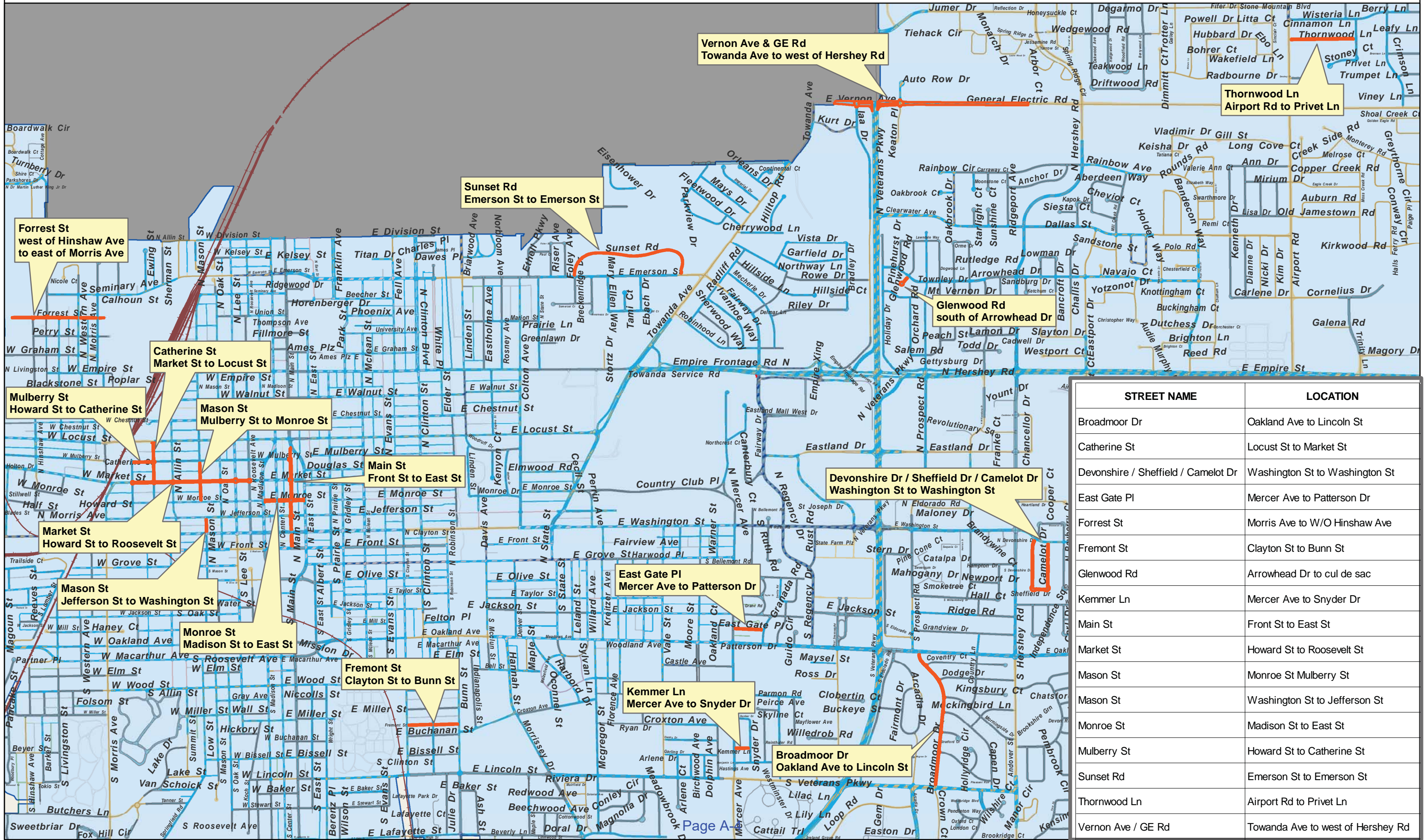
Staff submits the above information to the Commission.

Respectfully submitted,

Philip Allyn, PE, PTOE  
City Traffic Engineer



# 2019 RESURFACING PLAN (FY2020)



STREET NAME	LOCATION
Broadmoor Dr	Oakland Ave to Lincoln St
Catherine St	Locust St to Market St
Devonshire / Sheffield / Camelot Dr	Washington St to Washington St
East Gate Pl	Mercer Ave to Patterson Dr
Forrest St	Morris Ave to W/O Hinshaw Ave
Fremont St	Clayton St to Bunn St
Glenwood Rd	Arrowhead Dr to cul de sac
Kemmer Ln	Mercer Ave to Snyder Dr
Main St	Front St to East St
Market St	Howard St to Roosevelt St
Mason St	Monroe St Mulberry St
Mason St	Washington St to Jefferson St
Monroe St	Madison St to East St
Mulberry St	Howard St to Catherine St
Sunset Rd	Emerson St to Emerson St
Thornwood Ln	Airport Rd to Privet Ln
Vernon Ave / GE Rd	Towanda Ave to west of Hershey Rd



**CITY OF BLOOMINGTON  
REPORT FOR THE TRANSPORTATION COMMISSION  
APRIL 16, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
INFORMATION	Summary of Citizen Comments/Complaints Received April 2019	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Item submitted as information for the Transportation Commission. Any feedback or comments are welcome.	

<b>STAFF RECOMMENDATION: N/A</b>
Staff submits the following information to the Commission. Any comments or feedback is appreciated.

**1. ATTACHMENTS:**

- a. None

**2. BACKGROUND AND SUPPLEMENTAL INFORMATION:**

The following comments were received by the Engineering Department between March 14, 2019 and April 10, 2019 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

- 1) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Reviewed file and location has been reviewed several times in past years with no findings of excessive speeding. Speed and traffic data to be gathered to evaluate request when weather and staffing allows.
- 2) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.
- 3) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Watford, can be worrisome turning from Watford onto Oakland and being overtaken. Request reduction from 40 mph to 30 mph. Completed field check. There is a hill to the east of Watford limiting the view of the intersection from westbound Oakland. There is also an existing "intersection warning" sign with a 30 mph plaque. Could consider speed reduction, but would need speed study. 85th percentile likely closer to 40 mph than 30 mph. **Speed data collected. Need to review results.**

- 4) Received request for increased pedestrian warnings at US 51 (Madison) and Front Street. To be reviewed following completion of Front Street work and likely referred to IDOT for consideration. May modify crosswalks with new ADA ramps.
- 5) Received request for clearly marked drop-off at the Arena on US 51 (Madison). To be reviewed and responded to but likely unable to provide due to moving lanes of traffic and IDOT jurisdiction. Passenger loading and unloading zone is currently posted on Front Street west of Madison.
- 6) Received request for crosswalk warnings at East and Locust for crossing from BCPA to/from north parking lot. To be reviewed and responded to after updating crosswalk policy.
- 7) Received request to relocate “CT” to Front Street by Arena. Need to contact submitter and clarify.
- 8) Received four coordinated requests for an all-way stop or other pedestrian warning enhancements at Stone Mountain and College for pedestrians walking north and south to/from Tipton Park. Due to close proximity to Northpoint Elementary School, will be reviewed and data collected when school resumes in the fall. Traffic counting completed. Traffic signal warrants not met. All-way stop warrants not met. Sent work order to mark crosswalk across College and install pedestrian warning signs at the crosswalk and in advance. Crosswalk has been marked. Warning signs have been installed. Need to evaluate sign indicating school crossing is further west at the school.
- 9) Received complaint about truck traffic on Fort Jesse Road. Need to review.
- 10) Received request for traffic signals at Fort Jesse Road and Airport Road. Intersection currently 4-way stop with plans to signalize in near future. Traffic counting and data collection completed; traffic signal warrants are met. Next step is to discuss funding options.
- 11) Received complaint of speeding and request for “Children at Play” signs on Gill Street at pass-through-cul-de-sac west of Airport. Need to evaluate “Yield” sign usage for clarity.
- 12) Received complaint of Park Drive on Chestnut being blocked by park traffic. Need to contact resident and clarify concern.
- 13) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Need to gather speed and traffic volume data when weather allows and compare to Traffic calming policy.
- 14) Received request for traffic calming on Gloucester Circle between Hersey and Dover. Collected speed and traffic volume data. Does not qualify for traffic calming under Traffic Calming Policy (excessing speeding threshold not met). Need to formalize report and respond to resident.

- 15) Received request for traffic calming on W. Oakland between Livingston and Euclid. Need to gather speed and traffic volume data when weather allows and compare to Traffic Calming Policy.
- 16) Received request to add flashing yellow arrows at Emerson and Towanda due to confusion of eastbound left turn drivers and non-90 degree angle of intersection. Contacted requester and indicated flashing yellow arrows are beginning to be incorporated as other signal maintenance work is completed at an intersection. This particular location will be reviewed closer due to unique geometry for higher priority of flashing yellow arrow implementation.
- 17) Received report of missing no parking sign at McGregor and Oakland. Need to visit site and review. **Verified that there aren't any special parking restrictions at this intersection, visited site and confirmed there are no posts with missing signs. Need to contact requestor for clarification.**
- 18) Received request to remove school zone on southbound Center Street by Thornton's for Corpus Christi is no longer needed due to school closing. Confirmed that this zone was just for Corpus Christi and not also Bent Elementary and that there are no longer school activities at old Corpus Christi building. Need to coordinate with IDOT on removal of school zone limits.
- 19) Received request for school crossing sign added at Washington and Darrah. Need to determine which intersection leg is being requested and evaluate request.
- 20) Received concern about an increase in collisions on GE Road between Golden Eagle and Towanda Barnes Road. Need to pull accident data, review for trends and evaluate options.
- 21) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.
- 22) Received request for stop or yield sign at Ark Dr. and Matthew Dr. ("Tee" intersection). Need to visit site and review.
- 23) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.
- 24) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review when landscaping is in full bloom.
- 25) Received complaint of out of town school buses parking and blocking alley behind Elmwood Road and the BHS football/baseball fields during school sports activities. Need to visit site and review.
- 26) Received complaint about new power poles at Hershey and Jumer causing a sight obstruction. Visited site to review. Contacted Ameren to discuss poles. Ameren agreed at least one of the poles may not be necessary; they are reviewing internally.

- 27) Received request for street light at College and Stone Mountain. Evaluating options to add a street light to the southeast quadrant to light the south leg and the bike path crosswalk. Submitted request to Corn Belt for an estimate to install.
- 28) Received complaint of speeding on GE Road between Towanda Barnes and Airport Road with numerous accidents on a consistent basis. Request study of adding traffic signals and/or stop signs. Contacted and will gather speeding and crash data.
- 29) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. **Visited site for preliminary evaluation. Need to contact requestor and discuss further.**
- 30) Received complaint of stop sign obstructed by a tree limb at westbound Raspberry and Woodbine. Sent work order to Parks Dept. for trimming when weather allows.
- 31) Received notification of missing No Parking signs on S. Williamsburg and Yorktown. Existing signs have severely faded. Visited site and identified missing and faded signs needing replacement. **Complete work order for replacement of faded sign.**
- 32) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.
- 33) Received request for explanation on why parking not being allowed on Elmwood between Colton and Towanda. During football games many cars park on Colton, creating unsafe conditions, when they should be able to park on Elmwood. Need to research and evaluate.
- 34) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.
- 35) Received request for stop sign on Baker at Roosevelt (T intersection). Will review accident history and evaluate sight distance.
- 36) Received concern about a no parking sign at Lincoln and Main. Visited site and identified missing signs. **Work order for replacement submitted, need to verify signs installed. Item considered closed.**
- 37) Received concern about inadequate school zone signage for Corpus Christi School. Requested multiple blinking lights. Complained of cars extending out onto Lincoln during pickup and drop-offs. Need to visit site and review school zone signage and discuss modifications to drop-off and pickup routing on school site with school. Met with the Principal and Facilities Manager and reviewed current signage. School zone appears to be correctly signed currently. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Need to determine options for increased signage, if any.

- 38) Received concern about speeding and stop sign running in neighborhoods surrounding Corpus Christi School during school drop-off and pickup to avoid all-way stop at Lincoln and Mercer. Need to discuss modifications to drop-off and pickup routing on school site with school. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Met with the Principal and Facilities Manager and reviewed. Provided information for school to share with parents relating to avoiding using the neighborhood streets to the north when possible. Need to evaluate installing stop signs at “T” intersections in the neighborhood area.
- 39) Received concern about parking availability in neighborhoods surrounding Sarah Raymond School during school drop-off, pickup, and special events. Need to evaluate parking in area and discuss with school.
- 40) Received request for school crossing guard at Irving.
- 41) Received request for curb painting at Summerfield and Hershey.
- 42) Received multiple requests for arrows to be painted on Evans Street indicating direction of travel. Currently exploring options to better control wrong-way traffic.
- 43) Received complaint of cars not stopping for stopped school bus at Harvest Pointe and Dry Sage Circle. Request 4-way stop, reduced speed limit or Children at Play sign. Contacted and discussed issues with submitter. There are several repeat offenders. Encouraged them to contact the school to request the bus driver submit a report of failure to stop when it occurs. Encouraged them to take photos and document and submit to the police department for enforcement. Contacting the school district to inquire about revising bus pickup locations to eliminate the need for children to cross Harvest Pointe. Need to research posted 35 mph speed limit on Harvest Pointe.
- 44) Received request for stop sign at corner of Sugarberry and Winterberry in the Grove (“T” intersection). Need to complete work order for sign installation.
- 45) Received request for street light on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.
- 46) Received request for handicap markings to be repainted on Clayton at 314 E. Grove Street following resurfacing. Unable to complete this year due to weather, but will repaint in spring.
- 47) Received request to consider changing speed limit on Streid Drive and Oakland between Hershey and Streid to reduce the speed of vehicles on these roads. Speed data currently being gathered and analyzed.
- 48) Received request for removal of handicap parking spot on 700 block of N. McLean due to person no longer living there. Need to verify, complete work order for removal, and update City Code.

- 49) Received notification of missing street name sign at East Street and Empire. Contacted requestor, need to evaluate location for new sign.
- 50) Received complaint of missing street name signs for Ashley Drive and Eric Court.
- 51) Received request for removal of handicap parking spot on 600 block of W. Chestnut due to person no longer there. Need to verify, complete work order for removal, and update City Code.
- 52) Received request for stop or yield signs at Matlock and Dorset Ct., Matlock and Yorkshire Ct., and Matlock and Cumbria Dr. Need to evaluate and complete work order if signs are warranted.
- 53) Received request to remove “End of School Speed Zone” signage on Center Street between Mulberry and Locust since Central Catholic moved many years ago and signs are no longer needed. Reviewed location: signage remained after the High School moved due to Corpus Christi school on the west half of this block. Met with the Principal and Facilities Manager and confirmed there are no longer school activities being held at the old location. Need to put together a work order for the removal of the school zone signage.
- 54) 1/17/19 – Received a request to limit the parking on Ridgewood Terrace to only one side of the street. **Letters notifying residents of the potential removal of parking on the north side, including the cul-de-sac, and requesting comments were hand delivered on 4/3/19. Residents have until 4/17/19 to provide feedback, at which a determination will be made on whether to implement the parking restriction.**
- 55) 2/4/19 – Received a request to re-mark and re-sign two handicap parking spaces near the intersection of East and University. **Completed work order for sign replacements and verified they have been installed. Need to complete work order for repainting once weather allows.**
- 56) 2/13/19 – Received new complaint of speeding and wrong-way traffic on Evans between Oakland and Front.
- 57) 2/21/19 – Received request for “Deer Crossing” warning signs on W. Washington Street between Caroline and I-74 after witnessing 5 hit deer within the last year and seeing a large herd of deer several times along the road.
- 58) 2/25/19 – Received a request to limit the parking along Williamsburg Drive. Discussed with requestor: sight issues pulling out of daycare. Sign crews replaced faded signs, work order completed for additional sign restricting parking immediately north of the daycare exit. **Verified signs for new parking restriction installed; will monitor until Sept 15, 2019; if no issues, will update Code.**
- 59) 3/5/19 – Received request for a Loading Zone on Mission Drive. Visited site to review with requestor. **Completed work order for sign and markings to add a**

**Loading Zone in this area. Will monitor until 10/15/19; if no issues, will update Code.**

- 60) 3/7/19 – Received a request for stop signs at Maizefield Drive and Harbord Drive. Currently stop signs on Maizefield. Need to contact and clarify request.
- 61) 3/8/19 – Received a request for additional no parking signs along Northbound Black Oak to help control parents during pickup and dropoffs. Need to review current parking restriction signage.
- 62) 3/12/19 – Received a complaint about speeding on Woodruff from Colton to Linden and on Linden. Will evaluate for traffic calming.
- 63) **RE-OPEND:** 3/13/19 – Received concerns about the speed of traffic on Beich Road presenting a hazard to drivers entering and exiting the Nestle plant. An employee inadvertently pulled onto Beich and was involved in a collision. The interstate presents an optical distraction. Need to review crash data and potentially gather speed data. Posted speed on this rural road is currently 45 mph. Contacted IDOT to inquire about replacing old and missing visual barrier panels in the existing ROW fence between Beich Road and the Interstate. Discussed additional options with requestor. Entrance owner plans to upgrade the stop sign to a higher-visibility sign and add “cross traffic does not stop”. **IDOT informed that they will not replace the visual barrier panels. Fence too short to adequately block view of traffic on the interstate that drivers are confusing for traffic on Beich Road. Original requestor asked for “Plant Entrance” sign on southbound Beich Road. Need to explore other options for sight barrier.**
- 64) **NEW:** 3/24/19 – Received a request for a new street light at an entrance on the 500 block of E. Bell Street and for a stop or yield at the curve from S. McLean to E. Bell. Notified requestor that stop/yield sign not appropriate since there is no intersection and lighting of an entrance/doorway is the responsibility of the property owner. Will review whether lighting is needed at the curve from S. McLean to E. Bell.
- 65) **NEW:** 3/25/19 – Received request for removal of handicap parking spot at 107 Packard St. due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 66) **NEW:** 4/9/19 – Received a request to remove or relocate Governor’s Cup Winner sign at Washington and Davis. Reviewed history of sign: was an award won by the David Davis Mansion; need to contact them and discuss.
- 67) **NEW:** 4/9/19 – Received a request to evaluate the parking in front of 613 E. Mill Street to allow garbage trucks to be able to turn without running over the curb and sidewalk.
- 68) **NEW:** 4/10/19 – Received request for additional lighting on Orchard
- 69) **NEW:** 4/10/19 – Received a complaint about speed humps on Eddy Road needing to be rebuilt with new paint markings as they have become very unsightly.



**3. STAFF RECOMMENDATION:**

Staff submits the above information to the Commission. Any comments or feedback is appreciated.

Respectfully submitted,

Philip Allyn, PE, PTOE  
City Traffic Engineer